

# 2020–2023 Transportation Improvement Program (TIP) Adams County Subregional Share Project Application Form

## APPLICATION OVERVIEW

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The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to [your subregional forum](#).

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 4*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), additional considerations (Part 3), and *data calculation estimates* (Part 4). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

## Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

### Section A. Subregional Significance of Proposed Projects ..... 40%

<b>High</b>	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
<b>Low</b>	The project will address a minor subregional problem.

### Section B. Metro Vision TIP Focus Areas ..... 30%

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

### Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

### Section D. Leveraging of non-Subregional Share funds ("overmatch") ..... 10%

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	<b>High</b>	60% and above
	<b>Medium</b>	30-59%
	<b>Low</b>	29% and below

### **Part 3 | Additional Considerations**

The Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria.

### **Part 4 | Project Data – Calculations and Estimates**

Based on the applicant's project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 4 is not scored, and the quantitative responses should be used to back-up the applicant's qualitative narrative.

## Part 1

## Base Information

1. Project Title	<b>Peaks to Plains Trail - 3-Mile East Clear Creek Creek Canyon Segment</b>	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	<p>This \$29.9 million project includes an approximately 3-mile segment of trail, three pedestrian bridges, one improved underpass beneath U.S. Highway 6, multiple creek access locations for visitors and two parking lots totaling roughly 100 spaces.</p> <p>The segment runs from approximately Mile Post 270.25 near the west end of Highway 6 Tunnel #1 to approximately Mile Post 267.75 at Huntsman Gulch.</p> <p>Please see attached map set.</p>	
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Jefferson County Open Space	
4. Project Contact Person, Title, Phone Number, and Email	Nancy York, Planning Supervisor Jeffco Open Space (303) 271-5966    nyork@jeffco.us	
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	<i>If yes, provide applicable concurrence documentation with submittal</i> *Please see DRCOG TIP Regional CDOT Concurrence Letter attached.	
6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>	
	<input checked="" type="checkbox"/> Local plan:	<p>Please see attached for page references and links to documents:</p> <p>Jefferson County Comprehensive Master Plan, Central Mountains Area Plan</p> <p>Jefferson County Countywide Transportation Plan</p> <p>Jefferson County Bike &amp; Pedestrian Plans</p> <p>2014-2019 Jefferson County Open Space (JCOS) 5-Year Master Plan</p> <p>2018 Jefferson County Adopted Budget</p> <p>2017 Adams County Clear Creek Corridor Master Plan</p> <p>2017 Clear Creek County Master Plan</p> <p>2017 City of Wheat Ridge Bicycle and Pedestrian Master Plan</p> <p>2017 JCOS Mouth of Clear Creek Canyon Master Plan</p> <p>2016 Town of Georgetown Comprehensive Plan</p> <p>2015 City of Wheat Ridge Parks and Recreation Master Plan</p> <p>2014 Peaks to Plains Trail Signage Plan</p> <p>2010 City of Golden, Golden Vision 2030 Plan</p> <p>2008 Jefferson County Open Space Master Plan</p> <p>2008 Prospect Recreation &amp; Park District Master Plan</p>

	2006 JCOS Clear Creek Canyon Trail Feasibility Study 2005 Clear Creek County Greenway Plan 2005 Parks, Recreation, Open Space and Tourism Element of the Clear Creek County Master Plan/Open Space Master Plan 2000 Jeffco Open Space Trails Corridor Plan 1992 Clear Creek/I-76 Community Plan (joint with City of Arvada and Jefferson County) 1990 Clear Creek County Inter-County Non-Motorized Corridor Plan
<input checked="" type="checkbox"/> Other(s):	Colorado the Beautiful Initiative, one of Colorado's 16 Priority Trail Projects DRCOG TIP Eligible Bicycle Corridor State Ballot Initiative #153 Project List for Bonding Peaks to Plains Trail Project Blog See attached for links.
<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>	

**7. Identify the project's key elements.**

- ☐ Rapid Transit Capacity (2040 FC RTP)
- ☐ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FC RTP)
- ☐ Roadway Operational

**Grade Separation**

- ☒ Roadway
- ☐ Railway
- ☒ Bicycle
- ☒ Pedestrian
- ☐ Roadway Pavement Reconstruction/Rehab
- ☐ Bridge Replace/Reconstruct/Rehab
- ☐ Study
- ☒ Design
- ☐ Transportation Technology Components
- ☐ Other:

**8. Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The 3-Mile East Clear Creek Canyon Segment of the Peaks to Plains Trail Project (the "Project") will address several of the issues identified in the DRCOG Metro Vision Plan as follows:

The Project will expand the regional transportation system and improve connectivity and safety, serving all modes of travel.

Currently, bicycling and pedestrian activity is prohibited on U.S. Highway 6 in Clear Creek Canyon due to blind curves, 5 dimly lit tunnels, extremely narrow shoulders, and prolific quarry truck and casino bus traffic. No multimodal passage exists outside of road right-of-way due to vertical rock canyon walls, raging Clear Creek and steep road embankments. There is no other alternative for multimodal connection through the Canyon without the Peaks to Plains (P2P) Trail.

The vision of the P2P Trail is a 65-mile trail of not just regional, but also statewide significance that will serve the 3+ million Denver metro region residents of the largest urban population center in the State of Colorado. It will connect 4 counties of the Denver metro region and 7 cities, with an elevation change of over 1 mile from the Continental Divide at Loveland Pass to the South Platte Greenway in Adams County. The P2P Trail is part of a greater, 200-mile, statewide, long-haul trail route. It's incredible to imagine that someone could feasibly land at Denver International Airport, hop on their bicycle, and head westward on the P2P Trail, connect with the Summit, Eagle and Garfield Counties' trail networks across some of Colorado's premier landscapes, to soak in the hot springs of Glenwood Canyon, and vice versa! Once completed, this trail will offer visitors a truly quintessential Colorado experience.

The 16 miles to the east from Clear Creek Canyon through the City of Golden to Adams County are already constructed, highly valued, and heavily used by area residents daily. This Project will expand this critical multimodal connectivity.

The remaining P2P Trail gap is 10.5 miles through the most challenging stretch: Clear Creek Canyon. There are 2 miles in Clear Creek County currently under design, pending construction funding. With this Project being funded, a 5.5-mile gap will remain, edging ever close to the spectacular golden spike moment akin to the completion of the Transcontinental Railroad!

The existing condition for motorists and recreationalists is hazardous in the Canyon. With no formal parking in the Project area within the Jeffco Open Space (JCOS) 3,400-acre Clear Creek Canyon Park, visitors utilize unimproved, narrow dirt shoulders of Highway 6 to access the Creek. This has created an incredibly hazardous and extremely dangerous situation with pedestrians scrambling across multiple lanes of traffic (see attached photo set).

The Project includes options for acceleration and deceleration lanes at two separate parking lots totaling 100 spaces. Accommodations for Americans with Disabilities Act (ADA) compliant amenities are an important part of the Project scope, as is a safe underpass beneath Highway 6 and 3 pedestrian bridges in the trail alignment crossing Clear Creek. Close coordination between the Colorado Department of Transportation (CDOT) and JCOS addresses a two-fold goal: moving vehicles through the Canyon safely and providing a safe experience for recreationalists. This Project is a win-win for connectivity and safety for Denver metro area residents and visitors alike!

The Project will expand connectivity to the diverse natural resource areas, open space, parks and trails valuable to the region.

Clear Creek Canyon Park is a truly unique and special place, easily described in superlatives. It is home to the Denver metro area's nearest world-class recreational assets, including the nearest Class V whitewater rapids, the nearest rock and ice climbing, the nearest series of canyon waterfalls, and the nearest big horn sheep herd. The Canyon is also home to two Federally-threatened species of plants and animals, as well as Bald Eagles, Golden Eagles, other raptors and aquatic species of fish, etc. Coupled with the adjoining 8,000 acres of additional Jeffco Open Space lands, the park offers incredible recreational and natural resource assets positioning the region as one of the most vibrant in the U.S.

However, bicycle and pedestrian access to the Project for our nearly 3 million Denver metro region residents and visitors is non-existent and by vehicle, dangerous. The improvements proposed will change that by offering connectivity and safety enhancements as noted above.

The Project will offer a built and natural environment supporting healthy and active choices.

Without regional trail connectivity and offerings of all modes of travel, our region's residents suffer a diminished quality of life. Acknowledgement of this in the Metro Vision Plan is in direct alignment with Governor Hickenlooper's Colorado the Beautiful Initiative begun in 2015. The Peaks to Plains Trail included in that initiative as one of the 16 highest priority trail projects in the state, was identified for its high value in connecting the millions of Denver metro area residents to healthy outdoor activities which make living in our state so special. The vision of Colorado the Beautiful Initiative is that within a generation, every Coloradan will live within 10 minutes of a park, trail, or vibrant green space. This Project aims to expand that 10 minutes and exponentially enhance the experience through a healthy, active connection with nature.

An expansion of the reliability of the bicycle and pedestrian network, through this Project, will allow for never-before-experienced access to regionally significant open space by trail. Upholding a quality of life for metro area residents, that is connected to nature, is imperative for strong, vibrant communities and a regional economy.

The Project will contribute to all residents having access to a range of transportation and recreational opportunities.

Connection to transit uniquely positions this Project as high value in our region. Not only does the Project provide a 3-mile expansion of the bicycle and pedestrian network, but it is also directly linked to the Jeffco Government Light Rail Station in Golden, only 4 miles away by existing concrete trail. The Golden Call-n-Ride provides regular service between the light rail station and the P2P Trail in downtown Golden. Additionally, the Golden Bike Library is located on the P2P Trail in downtown Golden! It is a hugely successful bike share program funded by CDOT in 2015 and is on its second year with an expanded fleet due to high demand. In the summer of 2018, the City of Golden partnered with ofo, on a second, more widespread bike share program. There is planning afoot for a future bike station at the Golden light rail station.

The Mouth of Clear Creek Canyon Segment of the P2P Trail will be completed in 2020, well in time for this Project to pick up the march westbound through the Canyon, further closing the missing P2P Trail gap. What an incredible concept to think of Denver metro residents being able to purchase a light rail ticket at Union Station in Denver and decide to walk, bicycle, or use transit from the Golden Station to this Project deep in rugged Clear Creek Canyon Park for the day. Unless this Project is funded, that uniquely Colorado experience is not possible.

This Project embodies investment in infrastructure and amenities allowing people and businesses to thrive and prosper.

Per Colorado Department of Transportation (CDOT) traffic counts, an estimated 4 million motorists travel on U.S. Highway 6 through Clear Creek Canyon annually, and the Denver metro region is expected to grow by more than 1 million new residents by 2040. This dynamic makes this Project, and further closing of the missing gap in Clear Creek Canyon, of vital importance for our region to aid in a more meaningful regional multimodal network for persons of all ages and abilities, connected to natural resource areas in key recreational destinations.

As noted in the DRCOG Metro Vision Plan, Jefferson County Open Space is the nation's first open space program with a dedicated sales-tax revenue. Approximately \$54 million in funds, dating back to 1993, have been devoted to-date to the realization of the Peaks to Plains Trail vision within the 3,400-acre, carefully preserved Jeffco Open Space Clear Creek Canyon Park through 44 separate land transactions and trail construction in a heavily constrained environment. The job generation associated with this work is significant as is the contribution to tourism and an infusion into the outdoor gear industry in our state. The Outdoor Industry Foundation has estimated active outdoor recreation contributes over \$10 billion to Colorado's economy and nearly \$500 million in annual state tax revenue. The Project will offer world class recreational opportunities in a quintessential Colorado setting with its breathtaking landscape.

## 9. Define the **scope** and **specific elements** of the project.

The Project scope is a 3-mile segment of the Peaks to Plains Trail along U.S. Highway 6 through Clear Creek Canyon west of the City of Golden (see attached maps). The Project runs from approximately Mile Post 270.25 near the west end of Highway 6 Tunnel #1 to approximately Mile Post 267.75 at Huntsman Gulch.

The Project is anticipated to include three pedestrian bridges across Clear Creek to accommodate trail users, and an underpass improvement beneath Highway 6 similar to the pedestrian and drainage underpass upcanyon at the Mayhem Gulch trailhead (see attached photos). Also part of the Project scope are two parking lots, or trailheads, totaling space for an estimated 50 vehicles at each, Americans with Disability Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) compliant accommodations, and multiple creek access locations for visitors to safely enjoy Clear Creek.

Specific project elements are envisioned to include the items listed below, with exact bridge lengths and number of parking spaces, to be finalized in the design process.

- Approximately 3-miles of 10-foot wide, ADA accessible concrete trail and steel/cable railing
- 3 pedestrian bridges, an average of an estimated 130 feet in length with concrete surfacing and steel structural elements
- Two parking lots/trailheads accommodating an estimated 50 vehicles each, including ADA spaces, with kiosks and other signage; these may include acceleration and deceleration lanes, where appropriate, picnic shelters/facilities and a vault restroom at each
- Multiple creek access locations along the trail, and possibly at trailheads to include stone stairs, fencing and hardened surface treatment, where needed

The estimated total project cost for this Project is \$30 million.

The design and construction costs of the 5.75 miles of the P2P Trail in Clear Creek Canyon since 2012 amount to \$35 million. This includes the Mouth of Clear Creek Canyon Trail Segment currently under design. Given that the construction of both the Upcanyon and Mouth of the Canyon Trail Segments have been relatively “easier” than what is anticipated in this Project, the attached budget reflects an estimated \$7 million/ trail mile. In addition to this is the cost of associated infrastructure such as parking lots, picnic areas and creek access locations, incorporating 4% inflation from today’s prices to those of 2021 – 2023 when design and construction are planned.

The sheer rock face, and areas of 1:1 slope in the Canyon, coupled with the desire to construct the P2P on the south side of Clear Creek as much as possible, avoiding unsafe road embankment construction immediately adjacent to Highway 6, means that much of the anticipated trail type outlined in the 2006 Feasibility Study for this Project is categorized as “special conditions.” Creativity will need to be applied to the design and construction methods employed to both the trail type in the steep and challenging Canyon (e.g., cantilevering), as well as amenities such as trailheads, resulting in the estimated \$10 million/mile. Please see attached trail types anticipated in this Project, to be further refined as design evolves.

For a legacy project of statewide and regional significance with multigenerational staying power, we believe this is a wise investment in the future of our Denver metropolitan region and the state of Colorado!

## 10. What is the status of the proposed project?

In 2006, JCOS commissioned a Trail Feasibility Study for the Clear Creek Canyon portion of the P2P. The cost estimates, using a recommended five-fold multiplier based on construction costs that are now 12 years old, coupled with analogous estimating techniques based on the Upcanyon and Mouth of Canyon P2P Trail Segments either completed or under design, has resulted in the \$30 million estimate for this Project.



The Jefferson County Board of Commissioners are in full support of Open Space sales tax revenue expenditure of the approximate \$20 million match from 2021 – 2023 for this Project, as are local funding partners including cities and park & recreation districts in Jefferson County. Local partners have committed \$340,000 (see attached letters of financial support) for this Project. They have historically supported the P2P with financial cash match over the last seven years (see attached list of current and past financial contributions from these amazing partners).

Unit cost by trail type and other line items have been developed, including 10% contingency (see attached summary and detailed budget). Many of the features (3 bridges over Clear Creek and 2 trailheads of approximately 50 cars each) as well as an improved underpass beneath Highway 6 to accommodate trail users, have been designed and constructed in past P2P segments, making it easier to estimate Project costs. The challenging portion of this Project is the unknown trail type where rock wall exists and will likely need to be blasted or trail will need to be cantilevered off the rock face of the Canyon wall. Surprises in the design and construction phase of the P2P Trail are not uncommon, and with a seasoned team at the helm, not an insurmountable obstacle.

Per the attached map, the completion of this Project would mean that only 5.5 miles of the 16.5-mile Clear Creek Canyon segment of the P2P remains unbuilt. That segment is wholly contained within Jefferson County. Clear Creek County has secured funding for the design of the final 2-mile segment at the intersection of Interstate-70 and Highway 6 and is in the process of securing funding for the construction.

The 1.75-mile Mouth of Clear Creek Canyon Segment of the P2P Trail is under design with construction anticipated to be completed in the summer of 2020. That important segment links this segment to the 16 miles of the completed portion of the P2P eastbound to its terminus in Adams County at the confluence of the South Platte Greenway. The Mouth of the Canyon Segment will also be linked to the Welch Ditch Trail, a 1.5-mile rustic, hiker only trail, once a high-functioning agricultural ditch. The first suspension bridge on the Front Range is planned in the Mouth Segment and will connect the P2P to the Welch Ditch Trail, offering loop options for a visitor experience uniquely Clear Creek Canyon, and uniquely Colorado!

**11.** Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

☒ Yes ☐ No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.*

A still incredibly meaningful 1.5-mile segment of the infinitely tricky P2P Trail through Clear Creek Canyon is possible for approximately \$15 million (see attached budget estimate). This would be a follow-on segment from the 1.75-mile segment currently in the design phase at the Mouth of Clear Creek Canyon immediately west of the City of Golden. That segment is scheduled for completion in the summer of 2020, in time for this Project, its follow-on segment, to kick-off on the heels of the Mouth of the Canyon segment grand opening.

The scope of an abbreviated Project of approximately 1.5-miles of the P2P Trail is from the planned suspension bridge linking to the Welch Ditch Trail inside of the oxbow at Tunnel #1 along U.S. Highway 6 to what is labeled on the attached map as the bridge on the west side of the Narrow Gauge Trailhead/parking lot. This abbreviated Project scope would include the Narrow Gauge Trailhead parking lot of approximately 50 spaces. It would also include two pedestrian bridges to cross Clear Creek. The terminus of this 1.5-mile segment would be the bridge across Clear Creek at the Narrow Gauge Trailhead providing trail access from the proposed parking lot to the south side of Clear Creek (see attached map).

This 1.5-mile segment of the P2P would set up the next 1.5-mile trail segment from the bridge at the Narrow Gauge Trailhead to the Huntsman Gulch Trailhead. The attached project budget denotes the detailed cost of approximately \$15 million. The follow-on segment from the Narrow Gauge Trailhead bridge to the Huntsman

Gulch Trailhead is estimated at approximately \$15 million as well, totaling \$30 million for the fully proposed Project noted above.

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>		<b>\$29,999,420</b>
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$500,000</b>	<b>1.6% of total project cost</b>
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$ Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
DRCOG Regional	\$4,000,000	13.3%
Jeffco Subregional Forum (\$4.5 million already committed; seeking \$750k in additional subregional funding)	\$5,250,000	17.6%
Jefferson County Open Space	\$19,909,420	66.4%
Cities of Arvada, Golden, Lakewood, Wheat Ridge, Apex & Prospect Park & Recreation Districts	\$340,000	1.1%
<b>Total amount of funding provided by other funding partners</b> (private, local, state, Regional, or federal)	<b>\$29,499,420</b>	

<b>Funding Breakdown (year by year)*</b>		<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.</i>			
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$	\$1	\$4	\$4	<b>\$9</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$	\$3	\$9	\$9	<b>\$21</b>
<b>Total Funding</b>	\$0	\$4	\$13	\$13	<b>\$30</b>
<b>4. Phase to be Initiated</b> Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Choose an item	Design	Permitting/ Construction	Construction	

- 5. By checking this box**, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Subregional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

#### 1. Why is this project important to your subregion?

The East Clear Creek Canyon Segment of the Peaks to Plains (P2P) Trail is truly a transformational project. It proposes to create a never-before-seen, 3-mile segment of a visionary trail which will offer groundbreaking access and a new way of experiencing the quintessential Colorado setting on bicycle and foot for many generations into the future. The Colorado General Assembly said it best in the 1988 special recognition, Joint Resolution No. 2: "Clear Creek Canyon possesses irreplaceable economic, educational, cultural, biological, and open space attributes of state and regional significance."

Trails enrich people's lives and offer a way for them to deepen their relationship with the natural world. The vision of the Peaks to Plains Trail is a 65-mile corridor serving the 3 million residents of the largest urban population center in the State. It will connect 4 counties (Adams, Denver, Jefferson and Clear Creek) and 7 cities/towns (Denver, Arvada, Wheat Ridge, Golden, Idaho Springs, Georgetown and Silver Plume), with an elevation drop of over 1 mile from Loveland Pass at the Continental Divide to the South Platte Greenway in Adams County.

The P2P's 65-mile broader connectivity to trails in our State means that a person could feasibly land at Denver International Airport and travel by bicycle or walk any or all of a 200-mile trail to Glenwood Springs across some of the choicest landscape Colorado has to offer! Addressing this Project's missing link of the P2P means transforming trail connectivity between the Western Slope and the Eastern Plains of Colorado as much as within our region.

Former Governor Hickenlooper shared the commitment to the P2P Trail and the desire to close the missing gap through the designation of this corridor as one of Colorado's 16 highest priority trail projects in the Colorado the Beautiful Initiative, rising to the top over 200 other proposals. The P2P connects with two other Colorado's 16 highest priority trails: the 100-mile Rocky Mountain Greenway and the 876-mile Colorado Front Range Trail, widening the impact of this regionally important corridor (see attached map).

This Project is not about a few, well-defined improvements, but rather a coordinated portfolio of trailblazed segments which take aim at shrinking the missing link of the P2P Trail in Clear Creek Canyon. Realizing this grand vision and a legacy trail project of statewide and regional significance will require the expenditure of tens of millions of dollars in partnership with a multitude of organization to close this gap. This Project will expand the areas where individuals and families are already enjoying the Canyon with never-before-seen improvements: safe parking, bridges crossing majestic Clear Creek safely, and improved gathering spaces and facilities for the region's people to fully enjoy the spectacular Canyon setting.

The P2P Project area is a key recreational destination for our Denver metro region. Jeffco Open Space (JCOS) estimates it serves 6.9 million visitors annually who enjoy the 258 miles of trail at our 28 parks. The JCOS 2011 statistically valid citizen survey indicated that these as the most frequent activities in our parks: hiking/walking (87%), enjoying the scenery (59%), wildlife viewing (40%), picnicking (33%) and mountain biking (29%). Based on a 2013 survey (including motion-sensor cameras) conducted at the Canal Zone climbing area, approximately ½ mile from the Project area, an estimated 25,000 – 30,000 rock climbers visit it annually, and there are a multitude of other named climbing areas spread across this Project area.

In the summer of 2016, four park visitor intercept surveys were conducted at the Mouth of Clear Creek Canyon immediately adjoining this Project area. Nearly 250 people completed the survey, providing Jeffco Open Space staff with a good understanding of park visitors' concerns and desires for the development of the Peaks to Plains Trail and associated amenities.

Interesting to note is that 25% of the respondents' zip codes captured as part of the survey were from Denver. Visitors from six different states across the U.S. accounted for 3% of the survey results, leaving 72% from across the Denver metro region, some from nearby Golden, others from Adams and Arapahoe Counties. A full 60% said they visit the area more than 10 times per year, lending to the anecdotal evidence of the popularity of Clear Creek Canyon and the need for improved facilities.

Visitors were asked what factors negatively affect the existing Clear Creek Canyon experience, currently with dirt shoulder parking and no formalized trail. Not surprisingly, 36% noted lack of parking and 31% noted poor trail access. Interesting as well, there was almost an even split on what mode of transportation visitors used in accessing the park between walking/bicycling and automobile. Close to 25% of respondents were 60 or older, which is an important data point in monitoring the projected 200% increase of older adult population in our metro region by 2040. Supporting facilities which are ADA-compliant will be essential.

The DRCOG region has one of the highest rates of bicycle use in the nation and a strong bicycling culture. Supporting on-going efforts to promote clean, optional modes of travel for not only bicyclists, but also disabled persons with limited mode options need to be made through support for projects like the East Clear Creek Canyon Segment of the P2P.

Important to note is that although the data of Part 3 of this application show low numbers for population within 1 mile, particularly vulnerable populations, the Project functions as a key regional open space destination. Therefore, it has a wider impact beyond the immediate Project area, particularly because of the multimodal bicycle and pedestrian connection the P2P Trail offers across 4 counties of the Denver metro region, and the above stated uniqueness of it functioning as a conduit between a transit stop (Golden Station) and a key recreational destination. Continued observational, interactive and trail count surveys are necessary to demonstrate a more accurate portrayal of the impact this trail will have on metro Denver.

Connecting people to recreation opportunities close to home is emblematic of the Colorado lifestyle, and is what makes living in our region and this state so special. It's why so many people and businesses are moving here. This notion is what sets us apart from other states. This is Project embodies what we're known for: the quintessential Colorado experience!

**2. Does the proposed project cross and/or benefit multiple municipalities and/or population centers? If yes, which ones and how?**

The greater 65-mile Peaks to Plains Trail will pass through 7 cities and towns (Denver, Arvada, Wheat Ridge, Golden, Idaho Springs, Georgetown and Silver Plume) across 4 counties (Adams, Denver, Jefferson and Clear Creek). As evidenced by the on-going financial support from 6 key Jeffco municipal/park and recreation district funding partners (see letters of financial commitment attached), including the \$340,000 pledged in this DRCOG TIP pursuit, the benefit to municipalities is clear. See attached document on historical contributions to the partnership between these entities and others and Jeffco Open Space (JCOS) to fund the P2P Trail construction. It is an incredible return on investment.

The Project area is wholly contained within either Clear Creek Canyon Park, owned and managed by JCOS or CDOT right-of-way. The City of Golden is the nearest municipality/designated regional urban center, located approximately 1.75 miles to the east. Golden alone has committed to contributing \$375,000 to four funding pursuits since 2011 through Great Outdoors Colorado (GOCO) and the CDOT Transportation Alternative Program

(TAP). The investment of Golden’s public funding is 0.3% of the total estimated cost of \$74,440,650 for just under 6 miles of the P2P Trail and associated amenities. For a city of approximately 20,000 people, that’s an exponential return on investment for a legacy trail through a world-class open space park of stunning, quintessential Colorado beauty.

A similar investment benefit exists for the other cities of the metro region through which the P2P Trail passes: Wheat Ridge and Arvada. Both of whom have committed to contributing \$100,000 and \$145,000, respectively. The City of Wheat Ridge has 6.2 miles of the P2P Trail through its jurisdiction and in 2007 sought and received designation of this portion of the P2P as a National Recreation Trail for the benefits it provides to area residents. Arvada enjoys a smaller portion of the P2P in its jurisdiction (0.4 mile), benefiting immensely from its connectivity to the 1,500 miles of Denver metro trails, including direct access to stunning Clear Creek Canyon Park by bike or foot.

The City of Golden Vision 2030 Plan explicitly states, “we value Clear Creek as a heart and soul element of Golden and will actively preserve and enhance its character for future generations.” Additionally, Golden has outlined strategies aligned with this Project, including the establishment of “connections between urban trails, as well as sidewalks and bike lanes, and those trails found in the surrounding open space system.”

This Project supports a well-connected regional transportation system and highlights the importance of mobility. Transportation networks cross the boundaries and responsibilities of individual jurisdictions, and the expansion of the P2P is a shining example of regional partnership. The towns of Idaho Springs, Georgetown and Silver Plume work closely with Clear Creek County, as they understand that all stand to gain from tourism and connections to this trail corridor serving as a backbone for that county of roughly 9,000 residents.

The proportion of the region’s older adult population is growing much faster than the general population. The population of those 75 and older is forecast to increase 200 percent by 2040. Our region and local jurisdictions stand to gain a great deal in offering a high quality of life by expanding the connection to this ADA-compliant Project.

As of 2017, the only known jurisdictions in the DRCOG region to have adopted or incorporated Complete Streets practices in policies, resolutions or plans include the City and County of Denver and the City of Golden. The connection between this Project, only 1.75 miles from Golden, is an important expansion of the regional trail network.

As the Metro Vision Plan states, “Communities throughout the region have a long history of cooperation, including taking advantage of opportunities for growth and investment that lead to wide-reaching success. The region is stronger because of the diverse local contributions to our shared future that reflect both local and regional values.” The story of this Project funding is a manifestation of this in our region.

**3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?**

The Peaks to Plains (P2P) Trail crosses 4 subregions of the Denver metro area (Clear Creek, Jefferson, Denver and Adams). This trail corridor is not only regionally important, but of statewide significance due to the incredible connectivity between urban centers and the natural environment it provides. The P2P is a direct, multimodal link for the 3+ million Denver metro area residents, to the Jeffco Open Space 3,400-acre Clear Creek Canyon Park, a key destination for recreation and tourism in our region.

The park is home to the closest Class V whitewater rapids, world class rock/ice climbing and seasonal waterfalls to the Denver metro area. It is the closest canyon to our region’s urban centers, as well, with walls upwards of 600 vertical feet, home to raptors, bighorn sheep and two Federally-designated threatened species (Preble’s meadow jumping mouse and the Ute Ladies’ Tresses Orchid). Crossing multiple jurisdictional boundaries across

the region, residents and visitors can travel by bicycle and foot to connect with the spectacular and dramatic setting of Clear Creek Canyon, methodically preserved by Jeffco Open Space in 44 separate land acquisitions over the last 25 years, costing \$14 million in Jefferson County sales tax revenue funds. An additional \$40 million has been invested in the design and construction of 5.75 miles of the Peaks to Plains Trail in the Canyon since 2009 by a multitude of partners, including community groups to Great Outdoors Colorado (GOCO) lottery funds.

The regional benefit of this key designation, and the lifeline the Peaks to Plains Trail provides to it on foot, bicycle or by car can not be understated as a regional asset. This Project will allow metro area residents from all 4 subregions the opportunity to connect with nature in a never-before-seen segment of the P2P.

Clear Creek County has 35.5 miles of the 65-mile corridor within its jurisdiction and per the 2005 Clear Creek Greenway Plan, it serves as a backbone of the County of 9,000 residents, reliant upon tourism and recreation as a critical economic generator. The Peaks to Plains Trail, also known as the Clear Creek Trail, as it heads eastbound toward Adams County is a lifeblood to the many jurisdictions through which it passes.

The 13.5 miles of the P2P Trail through the Jefferson County Subregion is initially contained within Clear Creek Canyon Park and CDOT right-of-way for Highway 6. It serves as a key recreational and world-class regional open space destination for an estimated millions of Denver residents annually. The remaining 9 miles of the P2P within the Jefferson County Subregion benefit the Cities of Golden, Wheat Ridge, Lakewood, and Arvada as well as the Apex and Prospect Park and Recreation District constituents who utilize the trail as an important greenway close to home for both recreation and active transportation.

As the Peaks to Plains Trail travels through the 0.4-mile stretch of the Denver, it provides an important linkage to the larger regional network. The P2P Trail was selected as part of the Colorado the Beautiful Initiative, as one of Governor Hickenlooper's 16 priority trail projects in 2016. The proposed Project is part of Governor Hickenlooper's vision for every Coloradan to live within 10 minutes of a trail, park or green space, which is included in the regional Colorado Trails Strategic Plan. This Project also aligns with the CDOT vision for the Statewide Bicycle and Pedestrian Plan, as it increases opportunity for safe bicycling and walking.

Adams County is home to approximately 7 miles of the P2P Trail, also known as the Clear Creek Trail. In 2017, the Clear Creek Corridor Master Plan was developed with significant public engagement. It states the importance of the corridor, "as one of the most historically significant and ecologically intact urban watersheds remaining in Colorado, and that the creek has been a resource for recreation for generations." The value placed on this prominent trail corridor is evidenced in the results of the 2014 and 2016 Quality of Life surveys which revealed that "open space, parks and the trail system was listed as the most important service Adams County provides for maintaining and improving the quality of life of its residents."

The Metro Vision Plan highlights the importance of coordination between jurisdictions in expanding and connecting the region's bicycle and pedestrian network. Greater demand on the transportation system means that regional greenways become imperative as another option which also, feasibly, contribute to the reduction of greenhouse gas (GHG) emissions.

Per Part 3 data of this application, the Project is anticipated to reduce GHG emissions by over 740 pounds by 2040. As population increases across the Denver metro region, residents want to recreate close to home, due to busy lives and fierce interstate traffic to the High Country. Factoring in an estimated 200% increase in visitors to the Project on weekends, particularly with it being within a 20-minute drive from downtown Denver, this Project stands to decrease the GHG emissions by 2,223 pounds on weekends by 2040!

A connected multimodal transportation system that provides everyone with viable travel choices is at the heart of this Project. This Project supports the Metro Vision core principles of an increased quality of life (connecting

people to a key regional destination that is quintessential Colorado), and the notion of encouraging communities to work together through respecting local plans.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

The 3-Mile East Clear Creek Canyon Segment of the Peaks to Plains Trail Project (the “Project”) will address several of the issues identified in the DRCOG Metro Vision Plan as follows:

The Project will expand the regional transportation system and improve connectivity and safety, serving all modes of travel.

Currently, bicycling and pedestrian activity is prohibited on U.S. Highway 6 in Clear Creek Canyon due to blind curves, 5 dimly lit tunnels, extremely narrow shoulders, and prolific quarry truck and casino bus traffic. No multimodal passage exists outside of road right-of-way due to vertical rock canyon walls, raging Clear Creek and steep road embankments. There is no other alternative for multimodal connection through the Canyon without the Peaks to Plains (P2P) Trail.

The vision of the P2P Trail is a 65-mile trail of not just regional, but also statewide significance that will serve the 3+ million Denver metro region residents of the largest urban population center in the State of Colorado. It will connect 4 counties of the Denver metro region and 7 cities, with an elevation change of over 1 mile from the Continental Divide at Loveland Pass to the South Platte Greenway in Adams County. The P2P Trail is part of a greater, 200-mile, statewide, long-haul trail route. It’s incredible to imagine that someone could feasibly land at Denver International Airport, hop on their bicycle, and head westward on the P2P Trail, connect with the Summit, Eagle and Garfield Counties’ trail networks across some of Colorado’s premier landscapes, to soak in the hot springs of Glenwood Canyon, and vice versa! Once completed, this trail will offer visitors a truly quintessential Colorado experience.

The 16 miles to the east from Clear Creek Canyon through the City of Golden to Adams County are already constructed, highly valued, and heavily used by area residents daily. This Project will expand this critical multimodal connectivity.

The remaining P2P Trail gap is 10.5 miles through the most challenging stretch: Clear Creek Canyon. There are 2 miles in Clear Creek County currently under design, pending construction funding. With this Project being funded, a 5.5-mile gap will remain, edging ever close to the spectacular golden spike moment akin to the completion of the Transcontinental Railroad!

The existing condition for motorists and recreationalists is hazardous in the Canyon. With no formal parking in the Project area within the Jeffco Open Space (JCOS) 3,400-acre Clear Creek Canyon Park, visitors utilize unimproved, narrow dirt shoulders of Highway 6 to access the Creek. This has created an incredibly hazardous and extremely dangerous situation with pedestrians scrambling across multiple lanes of traffic (see attached photo set).

The Project includes options for acceleration and deceleration lanes at two separate parking lots totaling 100 spaces. Accommodations for Americans with Disabilities Act (ADA) compliant amenities are an important part of the Project scope, as is a safe underpass beneath Highway 6 and 3 pedestrian bridges in the trail alignment crossing Clear Creek. Close coordination between the Colorado Department of Transportation (CDOT) and JCOS addresses a two-fold goal: moving vehicles through the Canyon safely and providing a safe experience for recreationalists. This Project is a win-win for connectivity and safety for Denver metro area residents and visitors alike!



The Project will expand connectivity to the diverse natural resource areas, open space, parks and trails valuable to the region.

Clear Creek Canyon Park is a truly unique and special place, easily described in superlatives. It is home to the Denver metro area's nearest world-class recreational assets, including the nearest Class V whitewater rapids, the nearest rock and ice climbing, the nearest series of canyon waterfalls, and the nearest big horn sheep herd. The Canyon is also home to two Federally-threatened species of plants and animals, as well as Bald Eagles, Golden Eagles, other raptors and aquatic species of fish, etc. Coupled with the adjoining 8,000 acres of additional Jeffco Open Space lands, the park offers incredible recreational and natural resource assets positioning the region as one of the most vibrant in the U.S.

However, bicycle and pedestrian access to the Project for our nearly 3 million Denver metro region residents and visitors is non-existent and by vehicle, dangerous. The improvements proposed will change that by offering connectivity and safety enhancements as noted above.

The Project will offer a built and natural environment supporting healthy and active choices.

Without regional trail connectivity and offerings of all modes of travel, our region's residents suffer a diminished quality of life. Acknowledgement of this in the Metro Vision Plan is in direct alignment with Governor Hickenlooper's Colorado the Beautiful Initiative begun in 2015. The Peaks to Plains Trail included in that initiative as one of the 16 highest priority trail projects in the state, was identified for its high value in connecting the millions of Denver metro area residents to healthy outdoor activities which make living in our state so special. The vision of Colorado the Beautiful Initiative is that within a generation, every Coloradan will live within 10 minutes of a park, trail, or vibrant green space. This Project aims to expand that 10 minutes and exponentially enhance the experience through a healthy, active connection with nature.

An expansion of the reliability of the bicycle and pedestrian network, through this Project, will allow for never-before-experienced access to regionally significant open space by trail. Upholding a quality of life for metro area residents, that is connected to nature, is imperative for strong, vibrant communities and a regional economy.

The Project will contribute to all residents having access to a range of transportation and recreational opportunities.

Connection to transit uniquely positions this Project as high value in our region. Not only does the Project provide a 3-mile expansion of the bicycle and pedestrian network, but it is also directly linked to the Jeffco Government Light Rail Station in Golden, only 4 miles away by existing concrete trail. The Golden Call-n-Ride, equipped with bicycle racks, provides regular service between the light rail station and the P2P Trail in downtown Golden. Additionally, the Golden Bike Library is located on the P2P Trail in downtown Golden! It is a hugely successful bike share program funded by CDOT in 2015 and is on its second year with an expanded fleet due to high demand. In the summer of 2018, the City of Golden partnered with ofo, on a second, more widespread bike share program. There is planning afoot for a future bike station at the Golden light rail station.

The Mouth of Clear Creek Canyon Segment of the P2P Trail will be completed in 2020, well in time for this Project to pick up the march westbound through the Canyon, further closing the missing P2P Trail gap. What an incredible concept to think of Denver metro residents being able to purchase a light rail ticket at Union Station in Denver and decide to walk, bicycle, or use transit from the Golden Station to this Project deep in rugged Clear Creek Canyon Park for the day. Unless this Project is funded, that uniquely Colorado experience is not possible.

This Project embodies investment in infrastructure and amenities allowing people and businesses to thrive and prosper.



Per Colorado Department of Transportation (CDOT) traffic counts, an estimated 4 million motorists travel on U.S. Highway 6 through Clear Creek Canyon annually, and the Denver metro region is expected to grow by more than 1 million new residents by 2040. This dynamic makes this Project, and further closing of the missing gap in Clear Creek Canyon, of vital importance for our region to aid in a more meaningful regional multimodal network for persons of all ages and abilities, connected to natural resource areas in key recreational destinations.

As noted in the DRCOG Metro Vision Plan, Jefferson County Open Space is the nation's first open space program with a dedicated sales-tax revenue. Approximately \$54 million in funds, dating back to 1993, have been devoted to-date to the realization of the Peaks to Plains Trail vision within the 3,400-acre, carefully preserved Jeffco Open Space Clear Creek Canyon Park through 44 separate land transactions and trail construction in a heavily constrained environment. The job generation associated with this work is significant as is the contribution to tourism and an infusion into the outdoor gear industry in our state. The Outdoor Industry Foundation has estimated active outdoor recreation contributes over \$10 billion to Colorado's economy and nearly \$500 million in annual state tax revenue. The Project will offer world class recreational opportunities in a quintessential Colorado setting with its breathtaking landscape.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

Currently there is no physical passage by bicycle or foot on or adjacent to Highway 6 in Clear Creek Canyon. The steep canyon walls currently make that impossible, as does the prohibition of bicycle or pedestrian activity within Highway 6 right-of-way due to the narrow shoulders, five dimly lit tunnels and blind curves with prolific quarry trucks and casino bus traffic. The average daily trips through the 3-mile Project area is currently 11,000 with a projected total to be 13,299 in 2040.

The Project will make possible bicycle and pedestrian access to a never-before-seen experienced stretch of a key regional recreation destination in the Canyon. It will allow infinitely safer access to areas currently utilized by visitors on steep, dirt road embankments along Clear Creek. Although over 2,300 people are anticipated to be employed within one mile of the Project area by 2040, and able to enjoy the amenity before or after work, the nature of this Project is a destination, arguably predominantly on weekends, although also during the week. The connectivity of the existing 16 miles of the P2P to the east of this Project that travels through Jeffco, Denver and Adams Counties means that millions who live and work in our metro area will have ready access to play along Clear Creek once this Project is completed.

The Project will also contribute to safe passage for local businesses such as the Albert Frei & Sons Quarry and large passenger buses transporting Black Hawk and Central City casino patrons through the Canyon. The Project proposes two formal parking lots of 100 spaces total and a pedestrian underpass at Huntsman Gulch to address the traffic hazards of Canyon visitors parking along narrow dirt shoulders and pedestrians crossing Highway 6 at grade, darting across oncoming traffic (see attached photos). Freer movement of goods and people will be made possible by the improvements proposed in this Project scope.

The Outdoor Industry Foundation has estimated active outdoor recreation contributes over \$10 billion to Colorado's economy and nearly \$500 million in annual state tax revenue. The P2P Trail, in many segments, currently offers world class recreational opportunities in a quintessential Colorado setting and its further expansion will undoubtedly contribute to the local economy in both the support of the outdoor gear industry and local businesses such as coffee shops and restaurants.

The contribution this Project offers to the region is in line with the Metro Vision Plan's Transportation Element, particularly related to two specific outcomes: a dedication to a regional transportation system that is well-connected and serves all modes of travel, and a system that is safe and reliable. The connection this Project

offers to the greater Denver metro region can not be understated. It will allow deeper access to Clear Creek Canyon, a world-class, key regional destination for recreation, part of what makes living in our region and state so special. It also provides bicycle and pedestrian access where it is currently either illegal or physically prohibited due to the rugged terrain in the Canyon. The expansion of the physical infrastructure of the P2P in the proposed 3-mile segment and its accompanying amenities is a substantial contribution to the region's ability to thrive and prosper.

**6. How will connectivity to different travel modes be improved by the proposed project?**

The Peaks to Plains Trail is the RTD FasTracks equivalent for trails in our region! It is funded in large part by Jefferson County Open Space, the nation's first sales tax-funded open space program. It is transforming transportation access through the Denver metro area, connecting cities, creating never-before-seen amenities, and literally groundbreaking trail to the largest urban center in the State. It's 16.5-mile length is anticipated to cost well over \$100 million when completed through the Canyon and will serve millions of residents and visitors for generations.

Just as the FasTracks website states, "Through the FasTracks Program we're building more rail, improved bus service, more parking, and improved roadways and bridges for people on the go. Now that's progress." Something similar could be said for the Peaks to Plains Trail in Clear Creek Canyon: Through the P2P, we're connecting more trail with more rail (the Golden Station and someday the soon-to-open Gold Line Station), bus service (see attached map of bus routes in Golden connected to the P2P), providing more parking (100 estimated additional spaces as part of this Project) to access the trail and regional green space (3,400 acres of Clear Creek Canyon Park adjoining 8,000 acres of additional open space), and improving the safety of Highway 6 traffic movement for people and goods on the go (constructing formal parking lots instead of dirt shoulder hazardous parking, and a new pedestrian underpass beneath Highway 6, making it safer for passage). Now that's progress!

The funding of this Project will create an expanded trail network in a place where it simply doesn't currently exist. The vision for the Project is beyond the notion of simple improvement. It is a dedication to regional transformation!

The physical connection between transit and world class open space is a critical part of what makes this Project so unique and important in the multimodal fabric of the region. The nearest bus stop in Golden is 2.25 miles from the Project area. The Golden Call-n-Ride provides direct access to the P2P Trail in downtown Golden, and the Jefferson County Government Center – Golden Light Rail Station is 4 miles away on dedicated sidewalk. With the impending opening of the Gold Line Station in Arvada, yet another transit option will be within close proximity to the P2P Trail for urban residents to enjoy all that nature has to offer in Clear Creek Canyon minutes from home.

The Denver metro region's quality of life depends in part on the abundant recreational opportunities nearby. Recreating close to home is a better option than sitting in traffic for hours when headed to the High Country. The current estimates for bicycle and pedestrian use of the P2P Trail are based on Clear Creek and Jefferson Counties' data as well as a trail count in the City of Golden's portion of the Trail. With up to a 200% increase in bicycle and pedestrian use on the weekends, over 2,200 trail users frequent the P2P daily. This is projected to rise to close to 3,000 by 2040! Once the entire 16.5-mile stretch of the P2P through Clear Creek Canyon is completed, this will undoubtedly increase even more. Direct bicycle and pedestrian connectivity will be all the more important to the Denver metro area as well as to the nearest transit stations, just 4 miles away.

The Denver metro region aspires to have a connected multimodal transportation system that provides everyone with viable travel choices. The expansion of the P2P Trail does exactly that. Even better is that it is compliant with standards from the American Association of State Highway and Transportation Officials (AASHTO) and American with Disabilities Act (ADA). Truly accessible for all!

7. Describe funding and/or project partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The Peaks to Plains Trail and this Project area funding pursuit would not be where it is today without sustained partnership by tens of organizations. Please see attached list of both historical funding and non-funding partners as well as past grant funding received from partners such as Great Outdoors Colorado (GOCO) and the CDOT Transportation Alternative Program (TAP) for other segments of the P2P Trail in Clear Creek Canyon.

This Project is no exception with \$340,000 of funding committed by 4 cities (Golden, Arvada, Lakewood and Wheat Ridge) and 2 park and recreation districts (Apex and Prospect) in Jeffco. Please see attached for a detailed list of all funds contributed by organizations since 2011.

Adams County Council of Governments (ADCOG) Subregional Forum is in support of the Project (see attached letter), and a financial contribution will be decided upon as part of the DRCOG TIP Subregional funding discussions in early 2019. The Denver Subregional Forum has also provided a letter of support acknowledging the value of the Project to the region.

Letters of support have also been provided by community partners including the Jeffco Outdoors Foundation, Bicycle Colorado and Clear Creek County, with many more who support the P2P Trail on a regular basis through promotion and stewardship of the area.

The Jeffco Board of County Commissioners is in full support of the \$20 million Open Space sales tax revenue expenditure toward the completion of this Project, narrowing the gap of the missing link of the P2P Trail in Clear Creek Canyon. They, too, acknowledge the Project's legacy and its benefits to future generations to come in our region.

Most generously, the Jeffco Subregional Forum has committed \$4.5 million of DRCOG TIP Subregional funding. This is testament to the value the Forum sees in supporting a multimodal project of this magnitude (see attached cash match table for more information).

Partnership has gotten the Project to this point and it will be what ultimately leads to the "golden spike" moment for the last linear foot of the Peaks to Plains Trail in Clear Creek Canyon, akin to the Transcontinental Railroad.

## B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.

The importance of this Project is that it will offer bicycle and pedestrian access to vulnerable populations which simply does not exist today. This trail project is not only improving the mobility infrastructure for vulnerable populations, it is creating it for the first time where it has never existed. Bicycle and pedestrian activity along Highway 6 is currently prohibited. CDOT has deemed it too dangerous with the road's narrow shoulders, 5 dimly lit tunnels and blind curves. Despite this unsafe condition, informal trails and road shoulders are still used for recreational activities.

The Project will make possible in this area, the design and construction of a first-ever, 10-foot wide concrete trail that meets the standards of both the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities, as well as the Americans with Disabilities Act (ADA). The

2010-2014 American Community Survey data notes that the non-institutionalized population of individuals with disabilities is almost 270,000, or almost 10 percent of the region's total population, and growing as the population ages. It is imperative to remain resolute in the commitment to support infrastructure able to be enjoyed by individuals with disabilities. This Project embodies this commitment. For each of the 159 persons with disabilities who are located within a 1-mile radius of the Project, a connection to nature close to home will be possible for the first time as never experienced before. This data point is one of many in demonstrating the value of a Project of this magnitude.

A connection to nature is free at the 3,400-acre Jeffco Open Space Clear Creek Canyon Park. An affordable way to enjoy the natural environment is by walking or driving to this amazingly unique and spectacular asset in our region. This Project proposes to substantially improve the existing condition of rutted, steep dirt embankments along Highway 6 and Clear Creek which is, at worst, prohibitive for people to enjoy this key regional destination, and at best, currently woefully inadequate to accommodate visitors from across the Denver metro region. Note the wheelchair-bound visitor in the attached photo set at the Big Easy Recreation Area prior to improvements, battling the steep dirt embankment to be by the water's edge. The Big Easy now has a boardwalk with ADA accessible railing and a picnic shelter with ADA accommodations.

Proposed as part of this Project are two formalized parking lots accommodating up to 100 spaces, as well as safe, formal picnic shelters and multiple creek access locations for visitors to fully enjoy the Canyon environment in all its glory. See more attached photos for before/after images at the Big Easy Recreation Area demonstrating the positive impact this Project can have for visitors. Approximately 23% of the Denver metro region is Latino by origin. Based on historical JCOS Park Ranger contacts, language barriers are real. Although 16 linguistically challenged persons were noted within one mile of the Project, visitors from across the Denver metro area frequent the Canyon. Bilingual signage and interpretive programs are part of the Jeffco Open Space commitment to inclusiveness. This Project will be no exception.

A regional transportation system that serves users of all modes of travel also helps ensure people of all ages, income levels and abilities remain connected to their communities and have the means to access amenities such as recreation. Within 2 miles is the RTD bus stop adjacent to the P2P Trail through Golden. The Mouth of the Canyon Segment of the P2P Trail connecting to this Project will be completed in 2020, allowing for deeper access to the heart of Clear Creek Canyon Park, a world class, regional natural resource and recreational asset.

Denver regional green spaces, such as Clear Creek Canyon Park, play a critical role in improving public health. Nature is seen as an important health service to many. Over the past 40 years, an incredible body of research has demonstrated that spending time in nature has a remarkably positive impact on personal health. This includes improved physical health through exercise. In the 2013 Jefferson County Health Impact Assessment, cardiovascular disease was identified as the leading cause of death, affecting 24% of the population. Reduction in stress and improved mental well-being are key contributors that a trail project such as this can provide. Opening up an additional 3 miles of the P2P Trail, with safe, formal parking and creekside amenities, can have a profoundly positive effect on the health of the Denver metro region.

## **2. Describe how the project will increase reliability of existing multimodal transportation network.**

This Project proposes a three-pronged, positive impact to markedly increase reliability of the existing multimodal transportation network in the Denver metro region.

First, an expansion of the reliability of the bicycle and pedestrian network through design and construction of an additional 3-mile segment of the P2P Trail in Clear Creek Canyon, making possible never-before-experienced access to open space by trail. There currently exists no physical, trail-based passage along the steep, rock walls of the Canyon to the Project area.

Second, the positive impact in connecting bus routes and the Golden Light Rail Station to the P2P deeper into Clear Creek Canyon, means expanded access to regional open space via two separate public transit modes from the nearby urban center of Golden and Denver beyond.

And third, the increased reliability for vehicles on Highway 6 in Clear Creek Canyon comes in the form of safe, formalized parking lots and multiple creek access locations. Currently, illegal parking along dirt shoulders and blind curves is the only choice for visitors arriving by vehicle. Impediments to traffic movement and hazardous conditions with pedestrians crossing lanes of traffic with blind curves is the existing condition this Project aims to change permanently.

Currently, reliable, multimodal options are limited, forcing people to utilize vehicles only to access the Canyon and park in illegal, unsafe conditions. The sheer act of building this Project means that where there was no option for bicycle or pedestrian use, there is now! Where there has been no formal parking that is safe for visitors and through traffic, there will be now!

Increased reliability of the existing multimodal transportation network means more trail to expand use and enjoyment of a world-class, regionally significant open space park as well as an increased amount of parking available that is safe for recreational visitors as well as motorists on Highway 6 such as freight movement, quarry trucks and casino buses frequenting the Canyon.

Currently, over 4 million motorists pass through Clear Creek Canyon on Highway 6 annually. In the Project Segment alone, there are 11,000 average daily trips (ADT) measured, per CDOT, with an increase up to 13,200 trips per day, or close to 5 million motorists by the year 2040. Doing all we can to improve the existing condition and markedly change the safety and reliability of travel through the area is the primary goal of this Project.

### **3. Describe how the project will improve transportation safety and security.**

The Project will provide off-street bicycle and pedestrian infrastructure that currently is non-existent, and that will ultimately be comfortable, safe and convenient. The intention of this Project is to design and construct the 3-mile trail segment on the south side of Clear Creek, much like the Upcanyon Segment, removed completely from the Highway 6 road right-of-way as much as possible for safety reasons. Bridges will connect the trail to the two trailheads identified in the attached maps. By creating separation from vehicular highway traffic, the safety is exponentially increased for bicycle and pedestrian activity, as well as wheelchair users, and those walking with strollers or other manual, wheeled devices.

Bicycle and pedestrian activity has been prohibited on Highway 6 for many years. Due to blind curves, five dimly lit tunnels and the lack of road shoulder in many places, CDOT has been exempted from providing a bicycle or a pedestrian passageway within highway right-of-way. Despite these regulations, pedestrians and bicyclists still utilize Highway 6 to recreate, including parking in undesignated dirt pull-offs signed “no parking” on both sides of the highway. Recreationalists, including climbers, anglers, kayakers, whitewater rafters, gold prospectors, picnickers, and passers-by, make illegal u-turns, dangerously close to moving traffic, causing a hazard for motorists passing by and compromising safe visibility of on-coming traffic. The result is safety hazards for both recreationalists and motorists along the sharp, blind curves of Highway 6.

Furthermore, in addition to non-commercial motorists, this stretch is a daily route for large, commercial vehicles such as trucks traveling to and from the Albert Frei & Sons Quarry at the upper limits of the Canyon, and buses transporting Black Hawk and Central City casino patrons. Runners from the nearby college in Golden have run along the narrow, dirt shoulder of Highway 6 for many years. This mix of heavy truck traffic, large buses and pedestrians on narrow shoulders is a recipe for disaster in Clear Creek Canyon.

The DiExSys safety assessment methodology using available crash data from 2011 – 2015 indicates that the segment of Highway 6 corresponding with this Project (Mile Post 267 – 271) is in the Level of Service Safety (LOSS) IV category for both frequency and severity of crashes. The Safety Performance Function (SPF) reflects more crashes on this stretch of the highway than on other similar roadways, which indicates a high potential for crash reduction.

This segment of Highway 6 has a higher probability for injury crashes, head on crashes, and sideswipe (opposite direction) crashes than other similar roadways. This Project’s goal is improving safety in this area by exploring alternatives such as adding left turn deceleration lanes in the westbound and eastbound directions at the proposed parking lots.

Providing formalized parking may reduce the number of motorists who utilize shoulder areas to park, thus reducing the desire of overtaking motorists to cross over the centerline to get around parked or slow-moving vehicles. Additionally, left turn lanes, when not occupied, provide a buffer between opposite moving vehicles. Finally, the turn lanes are anticipated to improve sight distance at two tight curves, so motorists will have more time to react to opposite moving traffic. Between 2006 and 2015, the Denver region saw an annual average of 191 traffic fatalities and 1,807 serious injuries. In the 3-mile stretch of the Project area, there were 4 fatal crashes and 129 serious crashes over a 5-year period. With safety improvements to circulation, crashes could be reduced by close to 35%!

By creating alternatives for pedestrians and cyclists away from vehicles, this Project will enhance safety for both recreationalists and motorists. It will contribute to the Denver metro regional goal of implementing off-street multi-use paths, comfortable for a wide array of users by providing separation from traffic.

Another key safety improvement part of this Project scope is the construction of a pedestrian underpasses at the proposed Huntsman Gulch trailhead. The underpass, coupled with a bridge over Clear Creek for trail users, will significantly reduce the interaction of those on foot or bicycle with vehicles, heavy trucks and buses. Pedestrians and bicyclists are vulnerable transportation system users and are more susceptible to being killed or seriously injured in the event of a crash. By improving the safety of the Denver metro region’s pedestrian and bicycle network to a low-stress, or high-comfort facility, this Project will significantly contribute to a safer condition and enable uninterrupted travel from the nearby urban centers of Golden and Denver.

Parking lots, much like the ones constructed in the P2P Upcanyon Segment, will contribute to the safety of motorists through careful design that includes formal parking lots and acceleration/deceleration lanes, where appropriate. With controlled access points for these parking lots, rather than the chaos of haphazard parking on informal dirt shoulders, the safety factor of visiting or passing through this segment of Clear Creek Canyon is markedly increased.

## C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

**Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

☒ Yes ☐ No

Describe, including supporting quantitative analysis

This Project will facilitate future growth of the Denver metro regional and statewide trail system for areas such as Clear Creek Canyon where plans for infrastructure and service expansion are in place (as evidenced in the Jefferson County Bicycle & Pedestrian Plan, the 2014-2019 Jeffco Open Space 5-Year Master Plan and the Clear Creek County Greenway Plan). Expanding the active transportation network, ideally with low stress facilities such as the P2P Trail in Clear Creek Canyon, is in close alignment with the transportation-focused Metro Vision objectives.

Funding this Project and supporting the completion of the P2P Trail aligns with the Metro Vision aspirational goals for regional planning, influencing the region's ability to achieve shared outcomes such as connection to the natural environment and recreational amenities emblematic of the Colorado outdoor lifestyle.

The Metro Vision 2040 Plan outlines the priority of supporting the development of amenities such as the P2P Trail in Clear Creek Canyon, as they are tied to a healthy, active lifestyle and high quality of life. Such facilities are regional assets with great economic benefit in attracting employers, leading to vibrant communities. Similar to transit-oriented development, regional greenway-oriented development can be a catalyst for positive growth in our region.

By funding the design and construction of another 3 miles of the missing gap of the P2P Trail in Clear Creek Canyon, momentum is sustained, leaving only 5.5 miles until this most challenging and costly segment of the 65-mile alignment is complete.

Even more exciting to consider is that, should the November 2018 State Ballot Initiative #153 be approved, an additional 3-mile Segment of the P2P Trail in Clear Creek Canyon, a follow-on to this Project heading westbound, would be bonded for \$10 million with a local match of \$20 million provided by Jeffco Open Space sales tax revenue. That would leave a mere 2.5 miles of the P2P Trail remaining until this legacy trail of Denver regional and statewide significance is complete. Many have thought this would not happen for generations due to cost and challenging construction, yet the momentum continues to build!

Further underscoring the critical nature of this Project is that the urban-level infrastructure of this Trail already exists. The full 16 miles of existing trail from the City of Golden to the confluence of the P2P with the South Platte Greenway in Adams County to the east is already enjoyed by metro area residents by an estimated millions annually.

The 2017 Adams County Clear Creek Corridor Master Plan acknowledges the importance of the Peaks to Plains Trail, as does the 2011 City of Golden Clear Creek Corridor Master Plan. In 2014, Jeffco Open Space convened a working group of jurisdictions along the 65-mile P2P corridor and secured a consultant to develop a Signage Master Plan for cohesive branding of the trail of statewide significance, leading to a more enjoyable experience on the trail.

Having a mix of transportation options and amenities conveniently available and leading to popular destinations, in urban and town centers, and at transit stations, can make walking and bicycling more feasible. Jeffco Open Space is actively working with CDOT to provide for a safe, dedicated trail passage with formalized parking, resulting in a much safer condition for both visitors and motorists along Highway 6 through Clear Creek Canyon.

**MV objective 3**

**Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

☒ Yes ☐ No



This Project would further close the gap in a critical link of the regional bicycle and pedestrian network with a clear, direct connection between the urban centers of Jefferson County, such as the City of Golden, and Denver/Adams County urban centers. The Peaks to Plains Trail is a direct, multimodal link for the 3+ million Denver metro area residents, to the Jeffco Open Space 3,400-acre Clear Creek Canyon Park, a key destination for recreation and tourism in the region.

The Park is home to the closest Class V+ rapids, world class rock/ice climbing and seasonal waterfalls to the Denver metro area. It is the closest canyon to urban centers, as well, with walls upwards of 600 vertical feet, home to raptors and big horn sheep. Crossing multiple jurisdictional boundaries across the region, residents and visitors can travel by bicycle and foot to connect with the spectacular and dramatic setting of Clear Creek Canyon, methodically preserved by Jeffco Open Space in 44 separate land acquisitions over the last 40 years using \$14 million in Jefferson County sales tax revenue.

The Project area is approximately 4 miles from the Jefferson County Government Center – Golden Light Rail Station on existing concrete trail. From the Golden, it is a quick 30-minute trip by light rail, to the heart of Denver at Union Station, linking to Denver International Airport beyond.

The 2040 Metro Vision Regional Transportation Plan (MVRTP) identifies the importance of investments in key transportation facilities and services, which, in turn, facilitate tourism. The multimodal connection from Denver International Airport and Denver Union Station to the Golden Station along the West Light Rail line, as well as key highway connections (Interstate-70, Highway 58 and Highway 6), link the Peaks to Plains Trail in Clear Creek Canyon directly to the densest population in urban centers.

Additionally, the MVRTP acknowledges the importance of filling gaps and connecting people to desirable destinations using modes of transportation such as bicycle and pedestrian facilities.

JCOS and partners, including CDOT and Great Outdoors Colorado (GOCO), have invested tens of millions of dollars in corridor planning and infrastructure improvements such as the P2P to spur further public/private investment (see attached historical funding contributions by organization). Supporting pedestrian activity, and accessibility to public spaces near urban centers is what makes our region strong, and the P2P Trail is a strong backbone of connectivity.

#### [MV objective 4](#)

#### **Improve or expand the region's multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?

☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

This Project will undoubtedly increase and expand the mobility choice of bicycling, running and walking within the region, and beyond for people. A key tenet in the Metro Vision Plan is to improve bicycle and pedestrian accessibility. Strategic initiatives outlined in the plan include: increasing transportation for vulnerable populations such as older adults, people with disabilities and low-income populations.

A major source of pride for the P2P Project is addressing the needs of mobility-limited populations. The 4-mile Upcanyon Segment of the P2P Trail completed in 2017 complies with both the American Association of State



Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities as well as the American with Disabilities Act (ADA).

The 10-foot wide concrete trail has an average grade of 5%, with stretches up to 8% where the highly constrained Canyon environment with 1:1 slope, and the Federally threatened species habitat for the Preble's meadow jumping mouse has made accessibility an incredible challenge. This is a testament to the commitment of the design and construction team to retain the core value of this Trail to be accessible to all ages and abilities.

The P2P Trail, and specifically, this 3-mile Project, is expanding the Denver metro region's off-street bicycle and pedestrian facilities while simultaneously offering an accessible choice for residents to connect with the natural environment in a spectacular setting. It is important to note that there currently is no option for bicycling or walking in Clear Creek Canyon along Highway 6. Bicycle or pedestrian activity has been prohibited on Highway 6 for many years. Due to blind curves, 5 dimly lit tunnels and the lack of road shoulder, CDOT has been exempted from providing a bicycle or a pedestrian passageway within highway right-of-way.

Per the Metro Vision Plan, by 2040, the region's population is projected to increase by 37 percent and the number of active transportation trips is projected to increase by 46 percent. This Project will provide off-street bike and pedestrian infrastructure that is comfortable, safe and convenient to the key destination of the closest, world-class recreational amenity to the Denver metro area: Clear Creek Canyon.

While the DRCOG region has a robust pedestrian and bicycle network, there are many gaps in the system. The Project is fully intended to decrease that gap in a key destination of regional importance. The Golden Light Rail Station and its link to both Denver Union station and the airport make it an important option linked to the P2P. It is located 4 miles from the Project area in Clear Creek Canyon on existing sidewalk. Once at the Mouth of Clear Creek Canyon, the \$10 million, 1.75-mile segment of the P2P is currently under design and scheduled for completed by summer 2020, in time for this Project - the East Clear Creek Canyon segment - to be under design in 2021 and constructed by 2023.

Finally, this Project aims to aid in managing the traffic impediments in Clear Creek Canyon, such as the multitude of cars illegally parked along the narrow shoulders of Highway 6, to allow for free and clear movement of freight and goods within and beyond the region. With the Project scope providing formalized parking by the hundreds of spaces, it will allow quarry trucks from the local Frei Quarry and casino buses traveling to and from Black Hawk and Central City freer movement.

#### [MV objective 6a](#)

#### **Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Greater demand on the transportation system means that regional greenways become imperative as another option which also, feasibly, contribute to the reduction of greenhouse gas (GHG) emissions.

Per Part 3 data of this application, the Project is anticipated to reduce GHG emissions by over 740 pounds by 2040. As population increases across the Denver metro region, residents want to recreate close to home, due to busy lives and fierce interstate traffic to the High Country. Factoring in an estimated 200% increase in visitors to the Project on weekends, particularly with it being within a 20-minute drive from downtown Denver, this Project stands to decrease the GHG emissions by 2,223 pounds on weekends by 2040!

This Project is anticipated to reduce vehicle miles traveled, which can lead to improved individual and environmental health. With this Project close to the City of Golden urban center, and with limited formal parking available in the narrow Canyon, it is expected that vehicle miles traveled will be reduced as many residents and visitors choose to travel to this key destination by bicycling and walking.

By offering an alternative to sole reliance on having to drive, this Project will help reduce per capita vehicle miles traveled, air pollution and greenhouse gas emissions, even incrementally.

As outlined in the Metro Vision Plan, protection of the environment is a key tenet in developing the region's multimodal transportation system. Denver region's unique setting and natural environment are among its greatest assets. Mountain views and an abundance of natural amenities and outdoor recreation opportunities have helped spur steady and sustained growth in the region for decades. This Project will allow visitors to enjoy an open space asset of regional importance while minimizing contributions to air pollution through improvements in travel choices through the P2P Trail connectivity to the urban centers of Golden and Denver beyond.

The region has made great strides in protecting significant open space, and the 3,400-acre Jeffco Open Space (JCOS) Clear Creek Canyon Park is a shining example of that. It adjoins over 8,000 acres of Jeffco Open Space on the west side of the Denver metro area. JCOS has preserved over 54,000 acres of land and developed over 258 miles of trail since its inception in 1972.

Interconnected regional trails and a greenway system are essential, although several missing links remain, such as the P2P in Clear Creek Canyon. Per the DRCOG Metro Vision Transportation Plan, there are over 1,500 miles of multiuse trails in the region. The region values and connects people to its diverse natural resource areas, open space, parks and trails. Our region needs a safe and resilient natural and built environment in order to protect the quality of the region's air. This Project is directly targeted at achieving this multi-part goal.

#### MV objective 7b

#### **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This Project will shrink the gap/missing link in Clear Creek Canyon for a critical east-west 65-mile trail corridor of regional and statewide significance. In 2016, Governor Hickenlooper designated the Peaks to Plains Trail one of 16 of Colorado's highest priority trail corridors in the state as part of the Colorado the Beautiful Initiative, having competed with over 200 other priority trail corridors.

The P2P connects to two other Colorado's 16 highest priority trail corridors in the state: the 100-mile Rocky Mountain Greenway and the 876-mile Colorado Front Range Trail, both crossing through multiple counties in the Denver metro region. The immediate Project area of the P2P also currently connects to over 84 miles of existing trail for metro region residents to enjoy.

With the completion of this Project, the 65-mile corridor will be 63% complete, with much of the mileage in Clear Creek County passable on frontage road but not dedicated off-street trail. The remaining Clear Creek Canyon Segment would be reduced to just 5.5 miles of trail, inching ever closer to the vision of a golden spike moment akin to the Transcontinental Railroad construction.

DRCOG TIP is achieving an important Metro Vision goal of prioritizing the completion of missing links in the regional trail network and improving multimodal connections to increase park accessibility, such as access to Clear Creek Canyon Park by way of the Peaks to Plains Trail.

Improving opportunities for recreation and access to nature in such a unique and quintessential Colorado setting as Clear Creek Canyon is an important objective in the Metro Vision plan. The construction of another 3-mile segment, deeper into the Canyon, accomplishes the goal of providing a multimodal linkage to and between the region's parks, open space and developed areas.

In 2012, DRCOG's listening tour revealed that the region's outdoor amenities were often the first strength mentioned. Open space such as the Jeffco Open Space 3,400-acre Clear Creek Canyon Park, serves as a key component of the region's overall growth framework, connecting people to open space amenities.

This Project aims to enhance a multimodal connection to over 11,000 acres of existing open space, making the area more accessible to residents on foot, bicycle, or using transit, such as the Golden Light Rail Station adjacent to the City of Golden urban center. A key tenet of the Project is dedication to increasing low-impact transportation access to natural resource and recreational areas such as Clear Creek Canyon Park.

The Denver metro region is not as connected to natural resources through multimodal means as is possible. This is exactly the goal of this Project: to connect people to what makes living in the Denver metro region so special. Access to amenities like the P2P Trail in Clear Creek Canyon is what gives meaning to living in Colorado and all that our lifestyle brings. Due to significant population growth and associated development pressure, maintaining connections to key outdoor destinations like this Project is critical. It strikes at the heart of the importance of leveraging the unique characteristics of our region's open space assets.

As highlighted in the Metro Vision plan, Jeffco Open Space (JCOS) is the nation's first sales tax-funded open space program. It has preserved over 54,000 acres and offers Denver metro region residents and visitors over 258 miles of trail. Both Federally-threatened and State-imperiled flora and fauna call JCOS parks home. Protection of the resources entrusted to JCOS is an important contribution to the fabric of the Denver metro region. The region's natural resources add so much to our region's quality of life and our residents are united in their support for preserving them.

Collaboration among adjoining subregions, municipalities and other organizations, such as Great Outdoors Colorado (GOCO), to leverage available funding has resulted in over \$40 million of P2P Trail construction in the previous ten years! That includes close to \$9 million in GOCO funds and over \$2 million in CDOT Transportation Alternative Program (TAP) funds. Programs like DRCOG TIP significantly help local and regional partners leverage funding and connect people to open space, trails and other natural resources and recreational areas in the region.

#### [MV objective 10](#)

#### **Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

At the heart of this Project is the goal of expanding opportunities for residents to lead healthy and active lifestyles...in nature! By funding this important, 3-mile expansion of the P2P regional trail project, millions of the region's residents will be able to enjoy a direct connection to open space in the spectacular setting of Clear Creek Canyon. The core mission of Jeffco Open Space is to foster the nature-health connection for an estimated 6.9 million park visitors annually. A funding commitment to this Project is rooted in that mission.

Tackling the nature deficit disorder phenomenon requires a multi-pronged approach, not the least of which is funding infrastructure which makes it easy for people to access open space. Connections to places like Clear Creek Canyon, by way of the P2P Trail, and this Project, provide people the opportunity to participate in a variety of recreational pursuits that support physical and mental health and wellness.

This Project will enable safe, convenient and comfortable access to open space and healthy habits for visitors of all ages and abilities. With an ADA-compliant, hard surface 10-foot wide concrete trail, safe, formalized parking lots along Highway 6, and multiple creek access locations where families can gather to dip their toes in the water, this Project is a precious asset emblematic of what makes living in the Denver region so special.

There are numerous quality of life benefits associated with walking and bicycling. The Denver region is widely recognized as a model of livability and health. Our residents are regularly ranked among the nation's most physically fit; however, increasing rates of chronic illnesses such as diabetes and obesity, and an aging population threaten to undermine the region's health and quality of life.

Obesity rates in the state are projected to more than double by 2030. One in four Colorado children are overweight or obese. Obese children and adolescents are more likely to become obese adults. Walking and bicycling, on a trail such as the P2P, can be one factor in helping to reduce or mitigate stress, obesity and chronic disease. The Project area will offer another place in the Canyon for multi-generational families to enjoy time together picnicking, hiking and biking in a magnificent natural setting. It is a transformational Project in that respect.

A deliberate focus on the built environment's influence on physical activity, mobility choices, and access to the natural environment that supports the opportunity to lead healthy and active lifestyles throughout the region is an essential part of this Project. The region's extensive network of parks, trails and open spaces is recognized as a key contributor to our residents' quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as committing to creating a built environment that supports physical activity opportunities is an essential part of the Metro Vision Plan.

According to the 2013 Jefferson County Community Health Assessment, the percent of adults who are obese is 20%, closely tracking with the State at 21%. Per the Colorado Department of Health and Environment 2015 data, 12% of children are obese. For the 785 children between the ages of 6 and 17 who live within 1 mile of the Project area, a ready, and free source of exercise on the P2P Trail is at their doorstep. An expansion of that Trail, the goal of this Project, can offer even more opportunities to live a healthier, more active lifestyle.

#### [MV objective 13](#)

#### **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The goal of this Project, in addition to shrinking the missing link/gap of the P2P in Clear Creek Canyon, is to allow for accessibility for people to connect with this amazing asset within the Denver metro area. All residents deserve access to a range of transportation and recreational opportunities. That notion is at the heart of this Project and the P2P vision.

One of the region's greatest challenges is to ensure existing and future residents of all ages, abilities and income levels have access to key destinations. In this case, the destination is nature...in the Denver metro region's backyard. Reducing the opportunity disparity by providing a safe, reliable, off-street bicycle/pedestrian connection to Clear Creek Canyon along Highway 6 is an important contribution this Project can offer. It also

opens possibilities such as exposure to environmental education programs that enhance visits to this key, regional destination. Free to the public, JCOS naturalist-led environmental education programs (many in languages in addition to English) in Clear Creek Canyon can be made possible by development of this Project's trail infrastructure.

In order to address the demands and challenges associated with regional growth, funding for active transportation options which support the framework of the Metro Vision Plan, a robust walking and bicycle network for people of all ages and abilities should be provided. This Project provides that. It is connected to over 84 miles of trail in the immediate area, plus over 1,500 miles of trail in the Denver metro region.

The equation is simple: Economic vitality + Environmental quality = High Quality of life. Investments in infrastructure and amenities allow people and businesses to thrive and prosper. The region will capitalize on community, local, regional and state amenities by promoting reliable transportation connections to key destinations. Connecting Denver metro residents and visitors to local natural amenities is a key tenet in the Metro Vision Plan.

#### [MV objective 14](#)

#### **Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This Project would further close the gap in a critical link of the regional bicycle and pedestrian network with a clear, direct connection between the urban centers of Jefferson County, such as the City of Golden, and Denver/Adams County urban centers. The Peaks to Plains Trail is a direct, multimodal link for the 3+ million Denver metro area residents, to the Jeffco Open Space 3,400-acre Clear Creek Canyon Park, a key destination for recreation and tourism in the region.

The Park is home to the closest Class V+ rapids, world class rock/ice climbing and seasonal waterfalls to the Denver metro area. It is the closest canyon to urban centers, as well, with walls upwards of 600 vertical feet, home to raptors and big horn sheep. Crossing multiple jurisdictional boundaries across the region, residents and visitors can travel by bicycle and foot to connect with the spectacular and dramatic setting of Clear Creek Canyon, methodically preserved by Jeffco Open Space in 44 separate land acquisitions over the last 40 years using \$14 million in Jefferson County sales tax revenue.

The Project area is approximately 4 miles from the Jefferson County Government Center – Golden Light Rail Station on existing concrete trail. From the Golden, it is a quick 30-minute trip by light rail, to the heart of Denver at Union Station, linking to Denver International Airport beyond.

The 2040 Metro Vision Regional Transportation Plan (MVRTP) identifies the importance of investments in key transportation facilities and services, which, in turn, facilitate tourism. The multimodal connection from Denver International Airport and Denver Union Station to the Golden Station along the West Light Rail line, as well as key highway connections (Interstate-70, Highway 58 and Highway 6), link the Peaks to Plains Trail in Clear Creek Canyon directly to the densest population in urban centers. Additionally, the MVRTP acknowledges the importance of filling gaps and connecting people to desirable destinations using modes of transportation such as bicycle and pedestrian facilities.

JCOS and partners, including CDOT and Great Outdoors Colorado (GOCO), have invested tens of millions of dollars in corridor planning and infrastructure improvements such as the P2P to spur further public/private investment (see attached historical funding contributions by organization). Supporting pedestrian activity, and accessibility to public spaces near urban centers is what makes our region strong, and the P2P Trail is a strong backbone of connectivity.

D. Project Leveraging		WEIGHT <b>10%</b>
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	67%	60%+ outside funding sources ..... High 30-59% .....Medium 29% and below .....Low

## Part 3 Additional Considerations

The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- **Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people?**

Per the 2010 U.S. Census Bureau, population of the City of Golden was 18,909. Golden is the nearest community to the 3-mile East Clear Creek Canyon Segment of the Peaks to Plains Trail at just 1.75 miles away by trail and Highway 6. These small town residents will benefit greatly from the further development of the P2P Trail through Clear Creek Canyon, as will the entire Denver metro area! The 1.75-mile, \$15 million Mouth of Clear Creek Canyon Segment of the Peaks to Plains Trail is currently under design with construction planned for Spring 2019 – Fall 2020. Once completed, this segment will tie to the subject project of this application.

- **Is this project a suburban connector?**

Yes, this project is very much, at its heart, a suburban connector. The P2P Trail connects suburban communities to each other, benefiting over 3.5 million Denver metro residents. This very much includes benefits to communities along the completed 6.8-mile segment of the Peaks to Plains/Clear Creek Trail in Adams County. The project in Clear Creek Canyon, albeit miles from home in Adams County, makes possible a never-before-seen trail linkage directly to a rustic and rugged, quintessential Colorado experience in nature. What an amenity for the region!

- **Does the project address a gap in existing service?**

The remaining P2P Trail gap is 10.5 miles through the most challenging stretch: Clear Creek Canyon. There are 2 miles in Clear Creek County currently under design, pending construction funding. With this Project being funded, a 5.5-mile gap will remain, edging ever close to the spectacular golden spike moment akin to the completion of the Transcontinental Railroad!

The Mouth of Clear Creek Canyon Segment of the P2P Trail will be completed in 2020, well in time for this Project to pick up the march westbound through the Canyon, further closing the missing P2P Trail gap. What an incredible concept to think of Denver metro residents being able to purchase a light rail ticket at Union Station in Denver and decide to walk, bicycle, or use transit from the Golden Station to this Project deep in rugged Clear Creek Canyon Park for the day. Unless this Project is funded, that uniquely Colorado experience is not possible.

This Project embodies investment in infrastructure and amenities allowing people and businesses to thrive and prosper. Per Colorado Department of Transportation (CDOT) traffic counts, an estimated 4 million motorists travel on U.S. Highway 6 through Clear Creek Canyon annually, and the Denver metro region is expected to grow by more than 1 million new residents by 2040. This dynamic makes this Project, and further closing of the missing gap in Clear Creek Canyon, of vital importance for our region to aid in a more meaningful regional multimodal network for persons of all ages and abilities, connected to natural resource areas in key recreational destinations.

Former Governor Hickenlooper shared the commitment to the P2P Trail and the desire to close the missing gap through the designation of this corridor as one of Colorado's 16 highest priority trail projects in the Colorado the Beautiful Initiative, rising to the top over 200 other proposals. The P2P connects with two other Colorado's 16 highest priority trails: the 100-mile Rocky Mountain Greenway and the 876-mile Colorado Front Range Trail, widening the impact of this regionally important corridor (see attached map).

This Project is not about a few, well-defined improvements, but rather a coordinated portfolio of trailblazed segments which take aim at shrinking the missing link of the P2P Trail in Clear Creek Canyon. Realizing this grand vision and a legacy trail project of statewide and regional significance will require the expenditure of tens of millions of dollars in partnership with a multitude of organization to close this gap. This Project will expand the areas where individuals and families are already enjoying the Canyon with never-before-seen improvements: safe parking, bridges crossing majestic Clear Creek safely, and improved gathering spaces and facilities for the region's people to fully enjoy the spectacular Canyon setting.

The Jeffco Board of County Commissioners is in full support of the \$20 million Open Space sales tax revenue expenditure toward the completion of this Project, narrowing the gap of the missing link of the P2P Trail in Clear Creek Canyon. They, too, acknowledge the Project's legacy and its benefits to future generations to come in our region.

This Project would further close the gap in a critical link of the regional bicycle and pedestrian network with a clear, direct connection between the urban centers of Jefferson County, such as the City of Golden, and Denver/Adams County urban centers. The Peaks to Plains Trail is a direct, multimodal link for the 3+ million Denver metro area residents, to the Jeffco Open Space 3,400-acre Clear Creek Canyon Park, a key destination for recreation and tourism in the region.

While the DRCOG region has a robust pedestrian and bicycle network, there are many gaps in the system. The Project is fully intended to decrease that gap in a key destination of regional importance. The Golden Light Rail Station and its link to both Denver Union station and the airport make it an important option linked to the P2P. It is located 4 miles from the Project area in Clear Creek Canyon on existing sidewalk. Once at the Mouth of Clear Creek Canyon, the \$10 million, 1.75-mile segment of the P2P is currently under design and scheduled for completed by summer 2020, in time for this Project - the East Clear Creek Canyon segment - to be under design in 2021 and constructed by 2023.

- **Is this the logical next step of a project?**

Yes, definitely. Constructing the 3-mile East Clear Creek Canyon Segment of the Peaks to Plains Trail to the almost-completed Mouth of Clear Creek Canyon Segment of the P2P Trail means that residents and visitors will be able to dive deeper into the Canyon than ever before by trail!



- **Is the project construction ready?**

A successful method used to complete other segments of the Peaks to Plains Trail in Clear Creek Canyon has been to employ a design/build approach. This allows maximum flexibility in an incredibly challenging setting. This project will utilize the same approach based on a 2006, JCOS-commissioned Trail Feasibility Study for the Clear Creek Canyon portion of the P2P. The cost estimates, using a recommended five-fold multiplier based on construction costs that are now 12 years old, coupled with analogous estimating techniques based on the Upcanyon and Mouth of Canyon P2P Trail Segments either completed or under design, has resulted in the \$30 million estimate for this Project.

The design and construction costs of the 5.75 miles of the P2P Trail in Clear Creek Canyon since 2012 amount to \$35 million. This includes the Mouth of Clear Creek Canyon Trail Segment currently under design. Given that the construction of both the Upcanyon and Mouth of the Canyon Trail Segments have been relatively “easier” than what is anticipated in this Project, the attached budget reflects an estimated \$7 million/ trail mile. In addition to this is the cost of associated infrastructure such as parking lots, picnic areas and creek access locations, incorporating 4% inflation from today’s prices to those of 2021 – 2023 when design and construction are planned.

The sheer rock face, and areas of 1:1 slope in the Canyon, coupled with the desire to construct the P2P on the south side of Clear Creek as much as possible, avoiding unsafe road embankment construction immediately adjacent to Highway 6, means that much of the anticipated trail type outlined in the 2006 Feasibility Study for this Project is categorized as “special conditions.” Creativity will need to be applied to the design and construction methods employed to both the trail type in the steep and challenging Canyon (e.g., cantilevering), as well as amenities such as trailheads, resulting in the estimated \$10 million/mile. Please see attached trail types anticipated in this Project, to be further refined as design evolves.

For a legacy project of statewide and regional significance with multigenerational staying power, we believe this is a wise investment in the future of our Denver metropolitan region and the state of Colorado!

**Applicants should provide an attachment to the application to address these additional considerations.**

Please see attachments.

<b>Part 4</b>	<b>Project Data Worksheet – Calculations and Estimates</b> <i>(Complete all subsections applicable to the project)</i>		
<b>A. Transit Use</b>			
1. Current ridership weekday boardings			0
2. Population and Employment			
Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0
<b>Transit Use Calculations</b>		Year of Opening	2040 Weekday Estimate
<b>3.</b> Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i>		0	0



<i>Provide supporting documentation as part of application submittal</i>		
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: <b>{#3 X 25%}</b> or other percent, if justified)	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: <b>{#3 X 25%}</b> or other percent, if justified)	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

<b>B. Bicycle Use</b>	
1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	4,357	1,862	6,219
2040	7,405	2,307	9,712

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	199	267
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	199	267
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	30	40
7. = Number of SOV trips reduced per day (#5 - #6)	169	227
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	507	681

9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	481	646
10. If values would be distinctly greater for weekends, describe the magnitude of difference: 150% - 200% greater usage on weekends, with holidays as much if not greater than that		
11. If different values other than the suggested are used, please explain here: For Question #8 above, the assumption was changed to 3 miles rather than 2 as that is the distance to the nearest parking lot that could be avoided by constructing this Project.		

## C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	4,357	1,862	6,219
2040	7,405	2,307	9,712

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	539	722
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	269	361
5. = Number of new trips from project (#3 – #4)	270	361
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	81	108
7. = Number of SOV trips reduced per day (#5 - #6)	189	253
12. Enter the value of {#7 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	76	101
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	72	95
9. If values would be distinctly greater for weekends, describe the magnitude of difference: 150% - 200% greater usage on weekends, with holidays as much if not greater than that		
10. If different values other than the suggested are used, please explain here:		

## D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current	1. Persons over age 65	543
	2. Minority persons	682

Census Data	3. Low-Income households	281
	4. Linguistically-challenged persons	16
	5. Individuals with disabilities	159
	6. Households without a motor vehicle	74
	7. Children ages 6-17	785
	8. Health service facilities served by project	1

## E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	11,000
2. 2040 ADT estimate	13,299
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of <b>{#3 - #4} = Reduced VHD</b>	0
6. Enter value of <b>{#5 X 1.4} = Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians <i>(most recent <b>5-year</b> period of data)</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., <i>NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ).
Fatal crashes	4	
Serious Injury crashes	129	
Other Injury crashes	0	
Property Damage Only crashes	80	
2. Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		
Fatal crashes reduced	1	
Serious Injury crashes reduced	44	

<b>Other Injury</b> crashes reduced	0	
<b>Property Damage Only</b> crashes reduced	14	

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.  
Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them. N/A	
3. Average Daily User Volume	11,000

### Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. CDOT currently prohibits bicycling and pedestrian activity on Highway 6 through Clear Creek Canyon. This project will create, for the first time, the only alternative to allow this multimodal use in the Canyon.	
6. Average Daily User Volume	0

## H. Bridge Improvements

1. Current bridge structural condition from CDOT N/A	
2. Describe current condition issues and how the project will address them. N/A	
3. Other functional obsolescence issues to be addressed by project Underpass at Huntsman Gulch will allow for pedestrian crossing beneath U.S. Highway 6	
4. Average Daily User Volume over bridge	0

## I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	2011 Jeffco Open Space Citizen Survey results & 2013 Jeffco Community Health Assessment
2.	2016 Intercept Surveys collected at the Mouth of Clear Creek Canyon segmetn; 240 respondents; 24% were Denver zipcodes, 6% were out of state and the remaining 70% were Denver metro region residents utilizing the existing trail in that area; responses captured the desire for the Peaks to Plains Trail to be completed, filling the missing gap in Clear Creek Canyon so that visitors to the area are able to enjoy the open space to its fullest.
3.	2016 Mouth of Clear Creek Canyon Parking Lot Access Analysis by Mueller Engineering

## J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*

☐ Yes ☒ No

2. Negative impact on vulnerable populations

There will be BENEFICIAL impact on vulnerable populations with the creation of ADA-compliant, off-street bicycle and pedestrian accommodations as part of this new, multimodal facility in Clear Creek Canyon where no facilities currently exist in the project area.

3. Other: